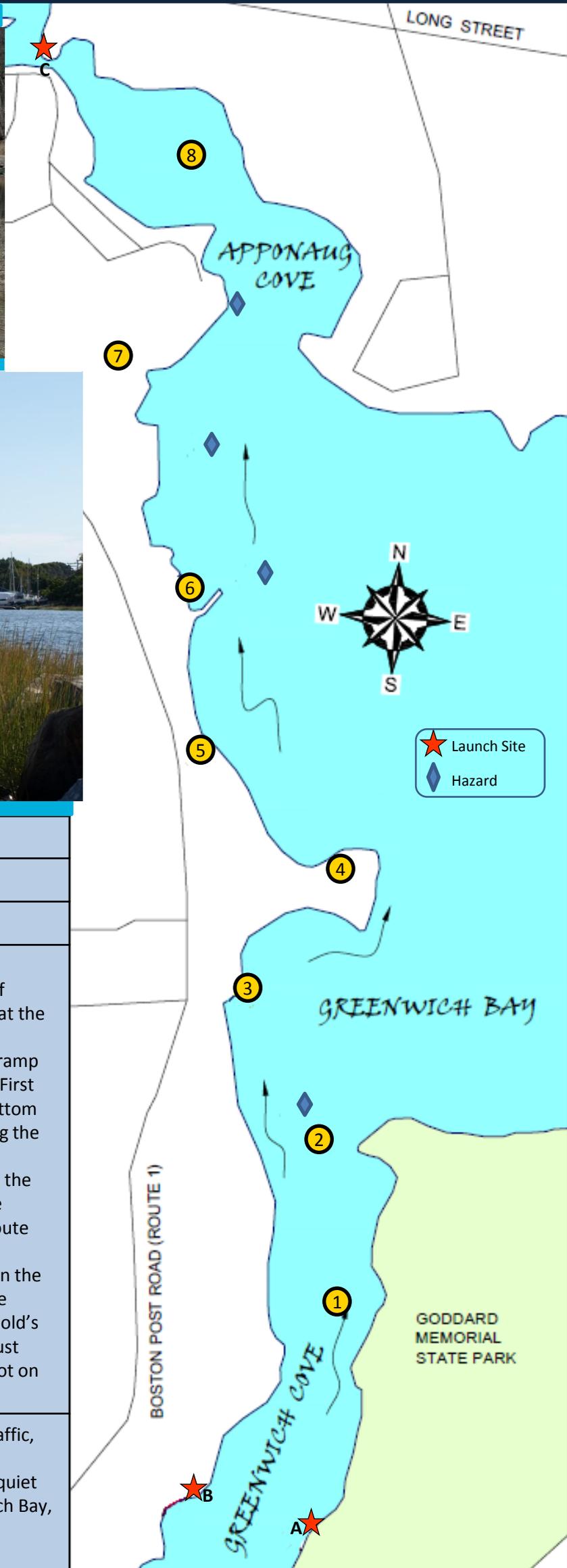


WARWICK BLUEWAYS TRAILS

GREENWICH COVE TO APPONAUG COVE



Level	Beginner to Intermediate
Miles	Approximately 3.5 miles
Time	3 hours
Start / End	Launch at either the state ramp in Goddard Memorial State Park (A) on the east shore of Greenwich Cove or directly across the cove at the town ramp off Crompton Avenue in East Greenwich (B). To reach the Goddard Park ramp take Route 1 south from the intersection of First Avenue (Route 401) and Route 1. At the bottom of the hill, turn left at the stoplight, following the signs to Goddard Park. The ramp is located towards the south end of the park. To reach the East Greenwich ramp, at the stoplight at the intersection of Route 1 and First Avenue (Route 401), take Rocky Hollow Road to Crompton Avenue, left on Crompton and the ramp is on the right. Takeout is at ramp (C) on left after the railroad bridge in Apponaug Cove. Take Arnold's Neck Drive off Route 1; ramp is on the left just before the railroad bridge. Park in the city lot on the left past the marina after the bridge.
Description	Calm waters in the coves, but heavy boat traffic, which can be avoided in Greenwich Cove by following the easterly shoreline. Generally quiet waters along the western shore of Greenwich Bay, but two marinas to pass, so boat traffic can increase.

SCENERY: The western shoreline of Greenwich Cove offers views of the Colonial town of East Greenwich. The opposite shore is pine clad bluffs. East Greenwich is a center of shell fishing activity, so work skiffs mingle with magnificent yachts and the billowing sails of all sized sailboats in both the cove and Greenwich Bay.

GREENWICH COVE: (1) The cove has a rich history of shipbuilding and was home to the first American Navy. During prohibition, boatyards in the cove produced some of the fastest rum runners, manned by fearless crews of East Greenwich men. Such famous boats as the Black Duck, the Idle Hour, and Je T'Aime, powered by aircraft engines and with New York City telephone directories lining their hulls to stop machine gun rounds, slipped in and out of the cove to their berths, while everyone looked the other way. Along the shore on the west side, fishermen built shanties in which to keep their gear, a few of which remain today. Many of these buildings were built to house the large scalloping industry. Prior to the 1938 hurricane, scallops abounded in Greenwich and Narragansett Bays, and the area along the cove in East Greenwich was called Scalloptown for the number of shanties where the scalloping industry was carried out. It was a rather lawless area during much of its active period - The "Bucket o' Blood" being the most famous saloon on the waterfront. Today, it is lined with restaurants where customers can enjoy the busy movements of pleasure craft in and out of the cove.

At the entrance to Greenwich Cove, Long Point (2) stretches towards the western shore. Opposite Long Point, Fort Barton was erected during the Revolutionary War to protect the cove from British raiding parties. The Kentish Guards manned the earthen fort, nothing of which remains today. Just north of Greenwich Cove, on the west shore, the railroad runs close to the shore, and you can see one of the elegant arched openings under the tracks where Arch Road (3) runs down to the shore. In 1832, under the supervision of Major William Gibbs McNeil (who had achieved international fame for his work on the Moscow to St. Petersburg railroad line in Russia) the Providence to Stonington Railroad was started. Eventually, this became the main Amtrak line.

CHEPIWANOXET POINT: Just north of (4) Greenwich Cove lies Chepiwanoxet Point. Originally an island, it was joined to the mainland during the World War I period, when Edson and Dennison Gallaudet, backed by a group of Rhode Island investors, built the Gallaudet Aircraft Corporation plant, the first manufacturer of airplanes in the U.S. Edson, who had flown in a kite he designed before the Wright Brothers flew, was a physics professor at Yale. He developed a seaplane which set a world record for rate of climb and speed and was used by the United States Army in World War I. In the 1920s, Gallaudet sold the company to Reuben Fleet of Buffalo, whose company became Consolidated Aircraft. In 1954, Consolidated and Electric Boat merged to form General Dynamics Corporation. During the Colonial period and much of the 19th century, Chepiwanoxet Island was divided into Thatch Lots. These ran from north to

south across the island and their deeds were attached to the deeds of inland farms. Farmers cut salt marsh hay from the thatch lots to provide green feed for their livestock in winter. In 1994, the land was purchased by the City of Warwick for a park. It is used for hiking, sports fishing, and photography. Canoes and kayaks can be launched easily from its shores; and access to Route 1 is easy.

CHEPIWANOXET: The area known as (5) Chepiwanoxet (Devil's Island) lies just north and west of the point. On the north side of the point is a marshy area with a brook entering the salt water, which offers birding opportunities. This is known as Loch Katerein. There is a large colony of former summer houses surrounding a large 3 story building built in the mid 1800s as a resort hotel. North of these houses is Brewer's Yacht Yard (6), on the former site of the Arnold Coal Company docks. Originally, this area of the shore was developed by Governor Ladd with a dock for excursion steamers and a shore dinner hall. Known as Ladd's Folly, the area eventually settled on the name Folly Landing. Into the early 20th century, coal was delivered here by barge, unloaded and transported to customers such as the Oriental Print Works in Apponaug.

MARY'S CREEK: (7) Continuing north along the shore, you will pass Masthead Marina and come to the entrance to Apponaug Cove. On the left is Mary's Creek Management Area, a large salt marsh with a channel running through it to its northwest end. This was an area of thatch lots, like Chepiwanoxet Island. Today, it offers opportunities for birding. Mary's Creek is separated from Apponaug Cove by Arnold's Neck; and some of the houses on the neck enjoyed an illicit past as destinations for cargoes of illegal liquor brought in from the ships that lay off-shore in "Rum Row" by the fast boats of the rum runners.

APPONAUG COVE: (8) Indian settlement remains and shell heaps can be found by archaeological digs around the cove, whose name means "Place of Oysters". The first settlement in Apponaug Cove was in 1696, when John Micarter built a fulling mill for cleaning wool cloth on Kekamewit Brook, using Fuller's Earth deposits found nearby. Also in 1696, John Stafford erected a tidal mill for grinding corn at the mouth of the brook, which he was required to keep open enough to allow boats to pass upstream. Apponaug became a center of ship construction and a port where anchors from the Coventry factory of Jacob Greene and Co. were shipped out, and iron ore and coal for their forge was unloaded.

There can be good waterfowl viewing along this entire route, especially at the head of Greenwich Cove where the Maskerchugg River runs into the cove; just outside the entrance to Greenwich Cove and around Chepiwanoxet Point; and in Mary's Creek.

Both Greenwich and Apponaug Coves are permanently closed to the taking of shellfish. Greenwich Bay is a management area, and is seasonally closed as well as after rains. For accurate information as to its status, contact the R.I. Department of Environmental Management.

ALWAYS WEAR YOUR LIFE JACKET AND CARRY A WHISTLE OR OTHER SOUND PRODUCING DEVICE, PREFERABLY ATTACHED TO YOUR LIFE JACKET, PADDLERS SHOULD CHECK WATER LEVEL AND TIDES, WEATHER, AND WATERWAY CONDITIONS PRIOR TO EVERY TRIP, REMOVE WHAT YOU BRING, CLEAN UP MORE IF YOU CAN. PLEASE RESPECT PRIVATE PROPERTY. REPORT ANY PROBLEMS YOU ENCOUNTER TO WARWICK HARBORMASTER, 401-738-2019.

Produced by the Warwick Wildlife and Conservation Commission, 2017.

